

Auctions.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions from the Mortgagees to sell by PUBLIC AUCTION, on

WEDNESDAY,

the 8th June, 1898, at 3 p.m., on the Premises, ALL THAT VALUABLE

LEASEHOLD PROPERTY,

known as Nos. 37, 39, 41 and 43, BUNHAI STRAND, VICTORIA, and Registered in the LAND OFFICE as SECTION F AND THE REMAINING PORTION OF INLAND LOT NO. 1201.

The Property is held for the residue of a term of 99 years from the 25th June 1843, Granted by the Crown Lessee of the whole of Island for 1201 and the annual proportion of Crown Rent Payable in respect thereof is \$46.26.

For further particulars and Conditions of sale apply to

Messrs. HUGHES & HOUGH, Auctioneers;

Messrs. DEACON & HASTINGS, Vendor's Solicitors,

1040 25, Queen's Road, Hongkong.

To Let.

TO LET.

STABLES AT KOWLOON.

Apply to HUGHES & HOUGH, Auctioneers, and FINANCE COMPANY, LIMITED.

Hongkong, June 1, 1898. 1084

TO LET.

WELL FURNISHED HOUSE in KOWLOON, TENNIS COURT.

Apply to "O" Office of THE PAPER, Hongkong, June 1, 1898. 1085

TO LET.

COAL GODOWNS, PRAYA EAST, GODOWN IN BLUE BUILDINGS.

"BA" TOR, Newly erected 6 ROOMED BUNGALOW at the PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, May 31, 1898. 1070

TO LET.

LARGE GODOWN on KOWLOON PRAYS, suitable for the Storage of Merchandise or Coal.

Apply to LINSTEAD & DAVIS, Hongkong, May 31, 1898. 774

TO LET.

ROOMS on 2nd Floor No. 8, Queen's Road Central, Suitable for Office, Rent Moderate.

Apply to SUI SANG, On the premises. Hongkong, January 27, 1898. 201

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Delia*, Captain E. CHRISTENSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for delivery of their Goods, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

"Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong & Kowloon Wharves & Godown Co., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th June will be subject to disposal.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th June, at 3 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, May 31, 1898. 1078

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER BOMBAY.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon, where each consignment will be marked by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

The vessel brings on Cargo

From Zanzibar, &c., &c. s.s. *Kilwa*.

Goods not cleared by the 7th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival hereafter which no Claims will be recognized.

H. A. KITCHEN, Superintendent.

Hongkong, June 1, 1898. 1033

NORTHERN PACIFIC STEAMSHIP COMPANY.

STEAMSHIP BEAUFORT, FROM PORTLAND, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARROLL & Co., Agents.

Hongkong, June 1, 1898. 1032

To-day's Advertisements.

WANTED.

FOR a Coast Port, a CONFIDENTIAL SECRETARY; must Write a Good Quick Hand, also Short Hand. Highest Testimonials required. Salary \$250 per Month. No allowances. Working hours 9 a.m. to 6 p.m. A position, (in writing only) will be received at this Office, Addressed,

"D. I. H."

Hongkong, June 2, 1898. 1099

EXTENSIVE REDUCTIONS.

H. RUTTONJEE.

BEGET to inform his Patrons and the Public generally that he has made EXTRAORDINARY REDUCTIONS in the Prices of all his fine and well-selected Stock of Groceries, Wines and Spirits.

The New Price Lists are now to be had at No. 13, D'Almeida Street, and at the Kowloon Branch, Elgin Road. The Rates will undoubtedly be found to have been so adjusted as to be really most the time.

A trial will speak for its self.

Hongkong, June 2, 1898. 1091

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Ulysses*, Captain *Ulysses*, will be despatched as above on SATURDAY, the 4th instant, at Daylight.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 2, 1898. 1039

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Co.'s Steamship *Taiyuan*, Captain *Taiyuan*, will be despatched as above on SATURDAY, the 4th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 2, 1898. 1064

FOR SAIGON SINGAPORE, MARSEILLES, HAVRE & HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Niebo*, Captain E. G. PRATT, will be despatched for the above Ports on SATURDAY, the 4th instant, at Noon.

This Steamer has superior Accommodation for First and Second-Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, June 2, 1898. 1068

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour.

ALDERSON, British steamer, Capt. H. J. Fuller.—SIEMSEN & Co.

GREAT ADMIRAL, American ship, Capt. E. R. Sterling.—Master.

SPATE of MAINE, American ship, Capt. H. G. Curtis.—Standard Oil Co.

TAM O'SHANTER, American ship, Captain J. E. Ballard.—Standard Oil Co.

SHIPPING.

ARRIVALS.

June 1.

Siam, British str., 922, J. F. Messer, Bangkok May 26, Rice.—BARNETT & Co.

June 2.

Donar, German str., 1,030, R. Ahrens, Bremen May 27, Coal.—CHONG & Co.

Formosa, British str., 674, J. Douglas, Formosa May 29, Amoy, Sh. and Swatow June 1, General.—DOUGLAS STEAMSHIP Co.

Niebo, German steamer, 1,346, E. G. Pratt, Bremen May 28, General.—SIEMSEN & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Adriatic, Danish steamer, 428, Petersen, Bangkok May 26, Rice.—ARNDTSON, KARBON & Co.

Taiyuan, British str., 1,459, R. Nelson, Swatow May 31, Ballast.—MEYER & Co.

Vessels Advertised as Loading.

Destination.

Vessels.

Agents.

Date of Loading.

Australian Ports. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

Bombay and Port of Calcutta. Amie (s). Gibb, Livingston & Co. June 10, at 4 p.m.

At the meeting of the Sanitary Board this afternoon a motion was carried that the Kennedy Town Slaughter House be worked under the control of the Sanitary Board.

At the Magistrate's today, a couple was fined \$5 for trespassing on War Department ground at the fortifications at Igumud. The couple was gathering roots and herbs on the ground.

We hear that the collier *Cyrus*, which arrived off the Colony a week ago or so with a cargo of Welsh coal for the Admiralty and lay outside the Harbour to save light dues, has gone to Manila.

For the week ended 21st May, the death rate of the Colony was 34.3 per 1,000 per annum, as compared with 17.5 in the corresponding week last year. For the week ended 28th May the death rate was 22.6, as compared with 18.5 in the corresponding week last year.

Return of plague epidemic in Panama forwarded to the Colonial Secretary by Mr. B. A. Griffiths, Acting Consul, show that during the period from April 1 to 27, there were 317 cases reported. During this period from April 28 to May 8, 295 cases were reported.

Last night about 7.15 fire was discovered to have broken out in a tobacco store at No. 67 Praya, Central. The fire Brigade turned out promptly and the fire was speedily got under. Damage was done to the extent of \$100. The loss is covered by insurance in the North British and Mercantile Insurance Co. (Messrs. Shaw, Thomas and Co.) No alarm is now given from the Clock Tower. Why?

Considerable anxiety has been felt as to the effect recently given to the Harbour Regulation which forbids any craft from leaving the harbour limits of the Colony without a permit from the Hongkong Authority. Most of our European launchmen have hitherto looked upon all permits as emanating from the Imperial Maritime Customs, for the prevention of smuggling and all other maritime irregularities. Ordinary residents who owned steam-launches but who never meddled with smuggling or any other horror, were shocked when they discovered that permits to leave our own waters to take a breath of sea-air or to dip on the outer fringe of the British waters were demanded by our own authorities. This, fortunately, is a mistake. Permits are entirely exempt from the operation of this regulation; and, indeed, the regulation is apparently called into force only when sufficient ground exists for such action. The ordinary resident will, therefore, be glad to learn that he (she) is not liable to be arrested when going outside the Harbour for a "blow" or a "dip," so long as the trip is purely a "pleasure party." Cases of sea-sickness (which cannot well be called pleasure) do not seem to be provided for.

THE UNITED STATES, BRITAIN AND THE PHILIPPINES.

London, April 29.
The old proverbial warning against a premature coup of unattached chickens may be usefully applied to the speculations in the United States about the future of the Philippines. It appears from the Standard correspondence that a discussion is going on as to their disposal—when captured from Spain. Public men unphlegmatically assert that the Republic will not keep them, and it is suggested that England may have them, if she wishes, possibly in exchange for a few islands in the Caribbean sea. This the Standard correspondent thinks, is the present state of public opinion, would be heartily sanctioned, while the transfer of the Philippines to some other Power would arouse the keenest opposition. The debate is for the moment not a practical one. It is merely possible that Rear-Admiral Dewey's squadron will be able effectively to occupy a group with an area of 114,000 square miles and a population of five and a half millions. They might, perhaps, after disposing of the Spanish fleet, manage to occupy Manila, but they have no troops to cope either with the Spanish forces in the islands or with the insurgent population which would not be long in rising to oppose under foreign domination, and would in any case require the presence of a considerable force to keep them in order.

As regards a transfer to Great Britain there would be a strong reluctance on this country's part to accept a gift or to purchase from the conquering Power territories which had just been wrested by war from the Government of a friendly nation. Public opinion in Europe would be revolted by any transaction of that kind. The Americans had better keep the Philippines—if they can get them—at a useful foreign in a "deal" with Spain at the conclusion of hostilities. Besides, it is quite as the cards that Japan would insist on having something to say with regard to a transfer of the islands from their present owners.—Overland Mail.

BRINSFORD & Allison Pianos, the very best value.—Robinson Piano Co.

The Deaconess.—"Did you complete the story you were working on?" "Yes," replied the deaconess. "I have it in my hand." "Did you have a happy or unhappy ending?" "Unhappy. The editor refused to print it."

ACTED LIKE A CHARM.
MR. J. HARRY WATERS, HEAD-MAN, Francis School, BAYVIEW, says: "I regard Chamberlain's Pain Balm as a most useful household medicine. Have used it for toothache, rheumatism, and other on a very bad cold, and in each of these instances the Pain Balm acted like a charm." Every one who uses Chamberlain's Pain Balm always speaks in the same terms. It should be kept in every medicine chest. Chamberlain's Pain Balm for sale everywhere. Price, 10 cts., and 25 cts. per bottle.

TYPHOON WARNING.

A correspondent writes us at 4 p.m. as follows:—Should no warning have appeared from the Observatory may I suggest a paragraph in your issue of this evening calling attention to the following indications of a typhoon to the South-east:—High temperature; falling barometer; northerly wind (at Peak and Gap Rock); heavy swell from S.E. as reported by the *de Formosa*.

WEATHER REPORT.

The following notice issued from the Observatory:—On the 2nd at 11.50 a.m. the barometer has fallen moderately on the China coast, risen in the extreme North. Pressure appears to be highest over Japan, and lowest off the S.E. coast of China. Forecast: moderate N.W. winds; fair to showery.

REUTERS' TELEGRAMS.

[Supplied to THE CHINA MAIL.]

LONDON, 31st May, 1898.

THE SPANISH-AMERICAN WAR.

A NAVAL ENGAGEMENT INCIDENT.
The *Standard*'s Washington correspondent telegraphs that the Secretary of the Navy has wired to Admiral Schley not to permit Admiral Cervera's squadron to escape from Santiago de Cuba under any circumstances, but to capture or destroy it.

The *New York Herald* states that the Government expect a battle within twenty-four hours.

THE PORTUGUESE MURDER TRIAL.

At the Magistrate's today, J. M. O'Zorio was again brought up on a charge of wilful murder of F. de Jesus.

Mr. Grist appeared for the defence. Inspector Hanson said: At 7.35 p.m., on 9th May I was in the charge room at the Central Police Station. I saw defendant enter the door followed by the witness Xavier, and Constable 631. As defendant advanced towards the bar he said voluntarily, 'I have killed a man.' He was detained, and I left for No. 2 West Terrace. After the body had been removed, the verandah was searched. I returned to the Station and procured the key of defendant's room, which Sergeant Gidley had taken from the prisoner. I went to No. 3 Caine Road. In the room which had been occupied by the defendant I found the wooden bed, produced. I opened it with a key on a bunch of keys belonging to defendant. The keys were given back to the defendant's solicitor. From the desk and a drawer in a dressing table, I produced twelve letters and translations attached. I have shown these letters to the girl Glafira Porteira, and she identifies these in her handwriting. On returning to the station at about 11 p.m., the defendant was formally charged. I handed the charge against him and read it over to him twice. As we conversed in English, he said he was capable of understanding English. I think he knew the charge. I cautioned him and proceeded to take down his statement, the first part of the statement being in my handwriting. When the defendant used the word 'betray' I thought it better to get a Portuguese interpreter. Mr. Peairs, who was sworn as interpreter, has acted as interpreter since then.

Glafira Porteira, called, spoke to several letters as being written by her and certified several press copies of letters to have been taken off the handwriting of defendant. She stated she had destroyed the original letters.

Mr. Pereira gave evidence of having translated the letters from Portuguese to English.

Prisoner being fully examined, was asked if he had any statement to make.

Prisoner intimated he had nothing to say; he reserved his defence.

Commander Hastings then ordered the prisoner to be committed for trial.

Shawmut used Pianos, cheap, to clear for the customer, easy terms, full guarantee.—Robinson Piano Co.

For some years now the Princess of Wales has been in the habit of using a Kodak about with her in the Sandringham district. She is very fond of photographing animals, and at the Prince of Wales's house, she takes place which appear at the Princess's taking snap-shots of the animals as they pass in review, and both she and the Princess Victoria, who is a very artistic photographer, take any little view which they fancy them in this expedition.

On one of these occasions, says the *Woman at Home*, the Princess took a snap-shot at a goods train which was passing over the railway bridge at Wotton Station. When the negative was developed she noticed that the bridge had been taken naturally in the proper position, and a few days later photographed the bridge from the same spot while an express train was passing over it. The negative, when developed, showed the same scene as the bridge. Her Royal Highness, not being able to understand this, drew the attention of the Prince of Wales to it, who at once divined that there must be something dangerously wrong with the old bridge. Inquiries were set on foot, and it was found that some men were complaining of a humming movement when they passed over the bridge. A thorough investigation of the structure being made, it was discovered that the bridge had only been damaged just in time to prevent a serious disaster. It is not often that a royal party leads to such an important discovery. As it was in this case, the old Wotton Bridge was repaired.

THE WAR.

U. S. REINFORCEMENTS FOR MANILA.

A COUSIN OF AGUIBALDO BECOMES A LOYALIST.

Hongkong, June 2.

There was a rumour in town today that Emilio Aguinaldo has not been so cordially received by the Philippine insurgents as reports from the American side have led us to believe. We publish the rumour with all reserve. It is alleged that far from finding himself a *persona grata* with his late followers, Aguinaldo is executed by a large proportion of them, and was obliged to seek refuge on board a United States cruiser. This, we may say, is not in accordance with the latest information from English sources received by the latest advices from Manila Bay.

We are informed that Aguinaldo expected to give battle to the Spaniards at San Francisco de Malabon on the 31st ult. Baldo Moro, Aguinaldo's cousin, has defected and gone over to the Spaniards, who have given him the titular rank of "General." He is attached to the force under the command of General Trier. Aguinaldo offered forgiveness to Baldo Moro would return, but the latter professes intense loyalty to the Spanish cause and elects to remain on that side.

The Governor of Cavite has established his headquarters at San Francisco de Malabon. The suburbs of Manila are now being fortified, troops are being drilled daily at Santa Mesa, and the delay of the rebel and American advance appears to have given heart to the Spanish garrison. Many Spanish families have been sent to San Roque for safety. Aguinaldo has now 7,000 men armed with rifles.

We are informed that the U.S. cruisers *San Francisco*, *Bennington*, and *Yorktown* are all coming over to join Admiral Dewey's command. The *Yorktown* and *Bennington* have been at Honolulu, and the *San Francisco* has been undergoing repairs at San Francisco. The *Bennington* and *Yorktown* are steel-hulled ships of the same class, 1710 tons, 3436 indicated horse-power, twin screws, 6 guns in main battery. The *San Francisco* is a protected cruiser of 4008 tons, 5913 i.h.p., 12 guns main battery. It is believed all three ships will bring out supplies for the squadron and probably some troops.

The *looking at Cavite*.
A British resident, writing about the operations at Cavite, complains very bitterly of the treatment which he received at the hands of the men of the *Zafra*, and it is only just that he should have his statement put forward. He was in the thick of the fight, and his house was so damaged that he had to fly to the interior. One incident he relates has a comical side to it. A launch had been sent out from Cavite to Manila, and in the grey dawn, when Admiral Dewey's fleet was creeping up the Bay, the launch was mistaken for a torpedo-boat, and drew the fire of the American fleet. The engines of the little launch were knocked to pieces, but, strange to say, the hull was beached, and afterwards raised, while fortunately none of the crew were injured. His house at Cavite was damaged by shells fired at neighbouring forts by the Americans, merely in the ordinary course of war, and afterwards the tenement was rendered uninhabitable by a continuity of fire at objects near by. In his absence, however, the deserted house referred to was apparently mistaken by the *Zafra* people as a fair subject for looting—evidently the *Zafra* were in a hurry—and no one was present who could say that the houses or houses belonged to British residents, although there were evidences enough to show that the houses were not Spanish. It is stated that drawers were broken into, and lock-up places opened, while furniture was destroyed and other things removed. That such irregularities could have occurred knowingly, it is simply impossible to believe, and it is satisfactory to know that so soon as complaint was made to the American Admiral that gallant officer not only promised prompt payment of any stores removed, but restitution of any household goods found to have been taken in error.

The correspondent concludes his letter by saying that the American officers were all very kind, and gave their assurance that every preparation would be made.

TRANSPORTS and Cabin Pianos are invaluable and very strong.—Robinson Piano Co.

There is poetry in everything, mused the editor—'even in your waste-basket.' And he laughed, as he sometimes did when alone.

An old man was trimming a hedge, writes a correspondent, when I told him to leave the task saplings to grow up. He answered, 'All right, sir; if anybody didn't leave for something for somebody, nobody would have anything from nobody.' Perplexed as to his grammar, I grasped his logic.

NEVER KNEW IT TO FAIL.
MR. R. JOHNSTON, BAYVIEW, says: "I have personally tried Chamberlain's Colic, Cholera, and Diarrhoea Remedy, and have given it to travellers who are passing through a hot country, and I must say I never knew it to fail. It is a medicine I can recommend, and one that everybody should keep."

CHAMBERLAIN'S COLIC, CHOLERA, AND DIARRHOEA REMEDY is the most successful medicine in use for dysentery, diarrhoea, cholera, cholera morbus, and cholera, and is for sale everywhere. Price, 25 cts., and 50 cts. per bottle.

VOLUNTEERS.

The very worthy Commandant of the local Volunteers, Sir John Carrington, recently gave a lucid exposition of the history and position of the volunteer armed forces as they exist. In the limits of a short lecture it was impossible to do more, but it is to be regretted that the lecture was not followed up by the same able exponent in an equally clear statement of the why and wherefore of all this parade of men with muskets.

In 1859, at a menace to the peace of the British Islands, more than 100,000 men were found willing to spend their leisure time in drill, to pay for their own arms, uniforms and accoutrements at an average of £8 per man. A writer remarking on this fact says: 'It became apparent that the spirit was one inherent in the national character, and had not been aroused only by the event which has been directly associated with its origin.' In this statement, the writer only touches the fringe of the truth. If he had glanced back a couple of centuries or so, he could have noted that the men who fought the *Invincible Armada* were only doing the fighting, but found the ships, guns, men and ammunition, with little or no government aid. They were volunteers.

Another and more distinguished writer thinks 'in the days of our own Elizabeth the women from the banks of the Thames and the Avon, the Plymouth and the Dart, self-taught and self-directed, with no impulse but what was beating in their own loyal hearts, went out across the unknown seas fighting, discovering, colonizing, and graving out the channels, paving them, at last with their bones, through which the commerce and enterprise of England flowed over all the world.' The men who did this, and who justly earned this splendid eulogy, were adventurers, volunteers.

Cromwell's men, the resistless Ironsides, who scattered the foes that scorned them, and the men who manned his equally resistless fleet, the threat of whose thunder at the walls of mighty Rome stopped persecution in distant valleys, were all volunteers. When their turn was done they went back to their ploughs and mattocks, their looms and shops.

In later days, the commercial and military conquest of India was not done by the armed or peaceful resources of the Government; only by a set of adventurers and volunteers.

The men who fought us, and won, at Bunker's Hill and Lexington were volunteers of our own kind and kin. The men who assembled under the name of volunteers in the early days of the century had a distinguished and ancient lineage, and their descendants' duty is to follow the same noble instinct. Physical courage and the military spirit are the monopoly of no single race, but these qualities and something more go to the making of a volunteer, and the combination is a distinct peculiarity of the Anglo-Saxon breed.

The history of the volunteers since 1859 is very typical—mistaken on the part of the governing or military class as a whole. When the existing volunteer movement began, it was laughed at or damned with faint praise. A famous drill book was issued, the 'Green Book,' which recognized only the company as the unit. The wisecracks of the War Office could not believe in this mob of 'citizen soldiers.' Company drill was all they would require; not enough pipelay or something. But by the time this official recognition of the companies was issued, the companies were already organized into battalions, and the process is still going on; battalions and batteries finding a great part of their necessary expenses out of their own pockets; the cost of commissioned rank prohibitive except to the men whose private incomes can stand more strain than that of the average wage-earner; men drilling on obsolete guns, and these guns only supplied after endless trouble and agitation; tests of efficiency asked for by the volunteers themselves, and opportunities denied to them to show that they are soldiers beyond their official limit. It was not until 1872 that volunteers were brigaded with the regular troops, and given a chance to see and practice manoeuvres of the combined arms.

A most remarkable phase in the evolution of the force occurred a few years after its birth. The leisure and moneyed classes gradually fell out of the ranks; the enthusiasm which caused them to join cooled down; there was the drudgery of monotonous drill, the coldness of the great military authorities, and the jokes and jibes of the newspapers. So it became quite unfashionable to belong to it. The inherent vitality of the movement was too strong, however. Neither labour involved, want of interest, or ridicule killed it. The ranks were and are filled from the artisan classes—men dependent on their weekly wages. A new spirit of earnestness was infused, and what was before looked on as a pedestrian now was a serious business. The men wanted to be soldiers, and did the best with their opportunities to become so. The spirit which caused this quarter of a million of men to try to be soldiers slowly permeated even to the Olympians, and out of very claims the amount voted actually grew until it is now reckoned about seventy shillings per man efficient. The reluctance on the part of the military authorities to acknowledge an active signature of money on this score was well understood. It was not

a direct infringement of their business as a fighting caste. What should these labourers, mechanics, clerks, and shopkeepers know of these things? If money were given to them it might be taken from the amount wanted for an army of professional fighting men, with all its paraphernalia of gold lace, half-pay, supply billets as headquarters and other necessities.

The regular soldiers who have been in closest contact with volunteers have the highest opinion of them. An adjutant has been heard to say to a drill instructor: 'Hurry up; they will learn as fast as you can teach.' No need to stop too long at the good step.

This same drill instructor was in optimism; he could not believe that good fighting men could exist unless they were cut to pattern and that pattern sealed and approved by the great light of the War Office. His Imperial Majesty the Kaiser would give his best hat, perhaps his second best crown, to have a volunteer force equal to half the members of his own army. But the English folk are different. They will take up the business of soldiering out of pure love of it, do the work and find the money, and then, when trouble looms ahead, listen with patience to a Minister who wants a million or two extra expenditure explaining how, by paying three half-pence a man per week, he wishes to raise another 25,000 men for the regular army.

The British people have proved many a time that when they trust to themselves they do know how to organize. The old John Company was composed only of volunteers, and occasionally turned its attention to fighting when it was necessary, and won an Empire incidentally because the shop was not safe until they had done so. In later times, big trading, colonizing or shipping firms have made no poor success of their efforts. The magnificent lot of British trade to day is in no sense due to the wisdom of our rulers. A great part of it is the direct effect of steady opposition to their cut-and-dried maxims as to what can and what cannot be done.

The volunteer has always considered the fighting business and its arrangements to be in its peculiar sphere, but after some centuries of experience and oceans of money spent we are told by a responsible Minister of the Crown: 'Your interests in China are threatened by another Power, but we cannot protect them; we are not strong enough. You cannot keep by the power of the sword what you have won by the industry and genius of the race.' If this be said in good sober earnest, it would give serious reason to our volunteers. Much is being done here in the direction of relieving the wants of those who by these misfortunes have need of help. That touch of nature which makes all men kin is keener felt in these local perils of the sea than perhaps in many other disasters which a scribble of lives takes place. The overwhelming helplessness of doomed people clutching to the side of the remnant of a wreck seldom finds a parallel in accidents ashore, unless it be the embowed miner in the pit, that a narrative of the wreck of the *Mermaid* and the *Mermaid* and the *Mermaid* as that published yesterday in these columns must ever touch the human heart. That the darkest cloud has its silver lining was exemplified yesterday in the case of the steamer *Duckfield*. This vessel was at San Francisco for lost. Her account had been given up, and, to use a quaint saying, the *Duckfield* was by many regarded as 'a past number' in the shipping records, when a wire from Nelson's Bay last evening came announcing her arrival there. This was, indeed, a most extraordinary coincidence, and a satisfaction. What attracted much attention also was the mosquito fleet of coasters. These brave little vessels are ever coming through storms under such difficulties as few would dream of, and there are none to sing their praises. Many were at sea during the recent storm. One of these boats was heard of yesterday, a mere speck on the ocean, the schooner *Lansdowne*. She was sighted partially damaged by a steamer, who offered to take the crew off if they would abandon, but the crew refused to leave the ship, and the *Lansdowne* was in the storm. Another Sydney craft, the *J. G. Kondio*, is added to the list of missing. She and the *Lansdowne* left the Nambucca one day last week on Sydney with fine fair winds, and fell in with the storm 100 to 160 miles north of Sydney. Both may yet arrive all right. Some others are overdue, and it is feared will remain so, swelling the already too full chapter of disasters in the Maidland gale.

What is wanted is a first-class business man with power to carry out his plans, a definite end in view, and that definite end the fighting department of the British Empire, equal to its responsibilities; and in adapting the means to that end and in having to his hand what no organizer of other means has had, and that is the spirit which makes volunteers.

REPORTS FROM HAVANA.
London, May 8.—Serious rioting has taken place at Murcia, in the south of Spain. A dynamite store was blown, the law courts burnt, the goals broken open and the prisoners liberated.

While awaiting the number of newspaper correspondents to General Gomez, one of the Cuban insurgent leaders, Major Smith, an American officer, was captured and beheaded.

Reports from Havana state that one of the vessels of the American blockading squadron which came within range of the Spanish forts at the Cuban capital was fired upon and compelled to retire.

May 8.—The Spaniards held the American cruiser *Vicksburg* and the revenue cutter *Mermaid* into a chase after a Havana schooner, bringing both vessels under the fire of the Santa Clara, a machine battery. Some sharp firing ensued, and the schooner made damage to the rigging and deck fittings of both vessels. They had a narrow escape. Many of the officers and men of the New York National Guard have been killed in the war.

As those who refused to enlist were ordered from camp the troops with which they would not associate shouted 'Cowards!' and 'Dogs!'

Kicks have again taken place at Lineres, in the district of Madrid, where the troops fired upon the rioters, and killed it of their number. Sixty were wounded.

The Government is alarmed at the rapid spread of political discontent throughout the country consequent on the war and the scarcity of bread.

The *New York Herald* advocates the retention of the Philippines by the United States as a useful naval base in the Far East.

General Gomez, the insurgent leader in Cuba, welcomes an American alliance. If the insurgents are supplied with munitions, he says they will be able to 'finish the Spaniards.'

CORRESPONDENCE.

THE POLITICAL SITUATION.—AN ALLIANCE.

To the Editor of the 'CHINA MAIL.'

Hongkong, 1st June, 1898.

Sir,—In your issue to-night I am surprised to see a letter signed 'British.' I cannot pass unnoticed his statement that the Americans and English have a common language—'I guess not.' Laws! We haven't Lynch law in England.

Literature, very few Americans can spell English words; even their so-called *dandies* and *authorities* being among the worst offenders in this point. How about *color* for *colour*?

Further on he quotes 'we are all inheritors of King Shakespeare's faith.' Morison is one of the faiths of America. Certainly the Christian faith is a bad way when you have to pick out U.S.A. as its champions.—Yours truly,

ENGLISHMAN.

NEWS BY THE AUSTRALIAN MAIL.

BRITISH SOUTH AFRICA.

Blanky and Umfali, in British South Africa, have been connected by telegraph. ACCIDENT TO THE QUEEN OF THE BELGIANS.

As the Queen of the Belgians was driving in the park in London, a suburb of Brussels, yesterday her carriage was overturned and she was thrown into the lake. The Queen was rescued.

DINASTIC STORM.—MANY LIVES LOST.

Sydney, May 10.—What is now known as 'the Maidland gale' in meteorological history, by way of comparison with the 'Dandenong gale,' had not entirely exhausted itself on the seaboard of the colony up to last night. Some of the northern stations still gave the wind at a gale, and the intermittent squalls told of continued bad weather outside. Many of the coastal stations reported 'sea heavy,' 'very heavy,' or 'very high.' Off Sydney Heads it was heavy. Naturally upmost in people's minds was the Maidland wreck and the founding of the *Mermaid*. To those calamitous disasters nothing has been added beyond the unsatisfactory solution, in the case of the former vessel, that the names of all the lost are not forthcoming, and, judged by the result of yesterday's efforts, may never be known. The probabilities in the *Maidland* case point to a loss of 28 souls. Of the *Mermaid* many inquiries were made yesterday as to the fate of Mr. McIndoe, the mate, but up to the hour of writing without result. Much is being done here in the direction of relieving the wants of those who by these misfortunes have need of help. That touch of nature which makes all men kin is keener felt in these local perils of the sea than perhaps in many other disasters which a scribble of lives takes place. The overwhelming helplessness of doomed people clutching to the side of the remnant of a wreck seldom finds a parallel in accidents ashore, unless it be the embowed miner in the pit, that a narrative of the wreck of the *Mermaid* and the *Mermaid* and the *Mermaid* as that published yesterday in these columns must ever touch the human heart. That the darkest cloud has its silver lining was exemplified yesterday in the case of the steamer *Duckfield*. This vessel was at San Francisco for lost. Her account had been given up, and, to use a quaint saying, the *Duckfield* was by many regarded as 'a past number' in the shipping records, when a wire from Nelson's Bay last evening came announcing her arrival there. This was, indeed, a most extraordinary coincidence, and a satisfaction. What attracted much attention also was the mosquito fleet of coasters. These brave little vessels are ever coming through storms under such difficulties as few would dream of, and there are none to sing their praises. Many were at sea during the recent storm. One of these boats was heard of yesterday, a mere speck on the ocean, the schooner *Lansdowne*. She was sighted partially damaged by a steamer, who offered to take the crew off if they would abandon, but the crew refused to leave the ship, and the *Lansdowne* was in the storm. Another Sydney craft, the *J. G. Kondio*, is added to the list of missing. She and the *Lansdowne* left the Nambucca one day last week on Sydney with fine fair winds, and fell in with the storm 100 to 160 miles north of Sydney. Both may yet arrive all right. Some others are overdue, and it is feared will remain so, swelling the already too full chapter of disasters in the Maidland gale.

The following is the wreck roll up to date:—
Hawward, iron ship, 1885 tons, stranded.
Maidland, iron paddle steamer, 550 tons, wrecked.
Maidland, iron screw steamer, 270 tons, stranded.
Isabel, schooner, 60 tons, wrecked.
Philip Palfrey, schooner, 56 tons, wrecked.
John Gollan, wooden steamer, 62 tons, wrecked.
Ethel, wooden steamer, 33 tons, wrecked.
Amelia White, schooner, 34 tons, ashore.
Jenna and Lilian, ketch, 38 tons, foundered.
Coral, ketch, 60 tons, wrecked.
Marlin, ketch, 68 tons, ashore.
Abner, schooner, 77 tons, ashore.
Hally Bayly, schooner, 130 tons, ashore.
Lansdowne, ketch, 81 tons, overdue and partially damaged.
J. G. Kondio, schooner, 92 tons, overdue.
Following are the corrected names of the 11 members of the crew of the *Maidland* who were drowned:—
Matthew R. Thompson, chief officer; C. Bazinet, quartermaster; John Furlong, A.B.; Gus. Pearson, A.B.; John Ritchie, fireman; W. Pierce, fireman; O. Donohoe, fireman; J. Ditcher, foreman; G. Stewart, A. Carroll, chief cook; G. Gorgeson, second cook; Miss Piffon, stewardess.

Following are the names of the passengers who are known to be lost:—
Albert Capener, Manuel Clebas, Mr. McNeil, Miss McNeil (17), Miss McNeil (21), Mr. Cartwright, Lady (supposed to be Mrs. McDonald), William Henry Bull (not reliably traced).

Of the survivors three are in Sydney suffering from the effects of exposure and the buffeting on the rocks, but fortunately none are seriously injured. They are Mr. J. McNeil, chief engineer; and F. Jones. The latter is in the Sydney Hospital; the others are at their respective homes. Speaking of Mr. Henderson, Mr. Todd, the traffic superintendent of the Newcastle and Hunter River Company, yesterday launched into some pungent remarks, and, perhaps, put coal into the forward boiler to the very last possible moment. The chief engineer was calling out: 'Keep it going, boys!' and the firemen responded accordingly. It is sad to say that he was able to refuel the very man believed to have been drowned.

Captain Skinner cannot express through the *World* his heartfelt appreciation of the noble efforts of his officers and men and the invaluable assistance rendered by Mr. John Russell, jun., the saloon steward and cabin stewardess, during the rescue of the survivors.

As to the *Mermaid*, the *Mermaid* and the *Mermaid* as that published yesterday in these columns must ever touch the human heart. That the darkest cloud has its silver lining was exemplified yesterday in the case of the steamer *Duckfield*. This vessel was at San Francisco for lost. Her account had been given up, and, to use a quaint saying, the *Duckfield* was by many regarded as 'a past number' in the shipping records, when a wire from Nelson's Bay last evening came announcing her arrival there. This was, indeed, a most extraordinary coincidence, and a satisfaction. What attracted much attention also was the mosquito fleet of coasters. These brave little vessels are ever coming through storms under such difficulties as few would dream of, and there are none to sing their praises. Many were at sea during the recent storm. One of these boats was heard of yesterday, a mere speck on the ocean, the schooner *Lansdowne*. She was sighted partially damaged by a steamer, who offered to take the crew off if they would abandon, but the crew refused to leave the ship, and the *Lansdowne* was in the storm. Another Sydney craft, the *J. G. Kondio*, is added to the list of missing. She and the *Lansdowne* left the Nambucca one day last week on Sydney with fine fair winds, and fell in with the storm 100 to 160 miles north of Sydney. Both may yet arrive all right. Some others are overdue, and it is feared will remain so, swelling the already too full chapter of disasters in the Maidland gale.

What is wanted is a first-class business man with power to carry out his plans, a definite end in view, and that definite end the fighting department of the British Empire, equal to its responsibilities; and in adapting the means to that end and in having to his hand what no organizer of other means has had, and that is the spirit which makes volunteers.

REPORTS FROM HAVANA.
London, May 8.—Serious rioting has taken place at Murcia, in the south of Spain. A dynamite store was blown, the law courts burnt, the goals broken open and the prisoners liberated.

While awaiting the number of newspaper correspondents to General Gomez, one of the Cuban insurgent leaders, Major Smith, an American officer, was captured and beheaded.

Reports from Havana state that one of the vessels of the American blockading squadron which came within range of the Spanish forts at the Cuban capital was fired upon and compelled to retire.

May 8.—The Spaniards held the American cruiser *Vicksburg* and the revenue cutter *Mermaid* into a chase after a Havana schooner, bringing both vessels under the fire of the Santa Clara, a machine battery. Some sharp firing ensued, and the schooner made damage to the rigging and deck fittings of both vessels. They had a narrow escape. Many of the officers and men of the New York National Guard have been killed in the war.

As to his officers they were all so entirely forgetful of themselves and utterly unselfish that it would perhaps be invidious to point to any act of bravery which may have stood out conspicuously. But the captain reserves a special word of praise for the stevedores, who he said proved themselves worthy of the confidential reliance of any skipper. Speaking of the moment when only himself, Johnsen (the boatswain), and Mrs. Hanmond's baby were left on board, Captain Skinner's voice broke. 'Johnsen,' he said, 'let me strap the baby on my back but then I insisted that I should go ashore first. I reminded him that I was a Briton, and that every boy knew that a British skipper must be the last on board his doomed ship. So I got

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON, Chief Manager.
Hongkong, August 1, 1893. 1518

THE MERCHANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL, £1,500,000
RESERVE FUND, £1,125,000
PAID UP, £662,500
RESERVE FUND, £19,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS—
For 12 months 4%
" 6 " 3%
" 3 " 2%
T. H. WHITEHEAD, Manager, Hongkong.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP, £200,000
RESERVE LIABILITY OF SHAREHOLDERS, £200,000
RESERVE FUND, £145,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits for 12 months 4%
" 6 " 3%
" 3 " 2%
T. H. WHITEHEAD, Manager, Hongkong.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1860.

SUBSCRIBED CAPITAL, Yen 12,000,000
PAID UP CAPITAL, Yen 9,000,000
RESERVE FUND, Yen 6,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Kobe, London, San Francisco,
New York, Lyons, Honolulu,
Bombay, Shanghai.

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Par's Bank, Limited,
The Union Bank of London, Limited.

HONGKONG AGENTS—Interest allowed.
On Current Accounts at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.

S. OHNO, Agent, Hongkong, March 24, 1898. 569

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, \$1,000,000
PAID UP CAPITAL, \$284,374.

HEAD OFFICE—HONGKONG.

Court of Directors:
D. GRILLIS, Esq., Chairman,
CHAN KUN-SAN, Esq., Deputy Chairman,
Kwan Hoi CHEN, Esq.,
G. W. F. PLAYFAIR, Esq.,
Interests for 12 months fixed 5%.

Hongkong, November 30, 1897. 171

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAYMENT CAPITAL, \$10,000,000
RESERVE FUND, \$5,000,000
RESERVE LIABILITY, \$10,000,000

PROPRIETORS:

COURT OF DIRECTORS:
Hon. J. J. BELL, Esq., Chairman,
R. M. G. G. Esq., Deputy Chairman,
C. Bourne, Esq.,
David Gubbay, Esq.,
Armin Haupt, Esq.,
Alex. Macdonell, Esq.,
A. J. Raymond, Esq.,
CHIEF MANAGER,
G. W. F. PLAYFAIR, Esq.,
Interests for 12 months fixed 5%.

Hongkong, November 30, 1897. 171

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAYMENT CAPITAL, \$10,000,000
RESERVE FUND, \$5,000,000
RESERVE LIABILITY, \$10,000,000

PROPRIETORS:

COURT OF DIRECTORS:
Hon. J. J. BELL, Esq., Chairman,
R. M. G. G. Esq., Deputy Chairman,
C. Bourne, Esq.,
David Gubbay, Esq.,
Armin Haupt, Esq.,
Alex. Macdonell, Esq.,
A. J. Raymond, Esq.,
CHIEF MANAGER,
G. W. F. PLAYFAIR, Esq.,
Interests for 12 months fixed 5%.

Hongkong, November 30, 1897. 171

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAYMENT CAPITAL, \$10,000,000
RESERVE FUND, \$5,000,000
RESERVE LIABILITY, \$10,000,000

PROPRIETORS:

COURT OF DIRECTORS:
Hon. J. J. BELL, Esq., Chairman,
R. M. G. G. Esq., Deputy Chairman,
C. Bourne, Esq.,
David Gubbay, Esq.,
Armin Haupt, Esq.,
Alex. Macdonell, Esq.,
A. J. Raymond, Esq.,
CHIEF MANAGER,
G. W. F. PLAYFAIR, Esq.,
Interests for 12 months fixed 5%.

Hongkong, November 30, 1897. 171

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAYMENT CAPITAL, \$10,000,000
RESERVE FUND, \$5,000,000
RESERVE LIABILITY, \$10,000,000

PROPRIETORS:

COURT OF DIRECTORS:
Hon. J. J. BELL, Esq., Chairman,
R. M. G. G. Esq., Deputy Chairman,
C. Bourne, Esq.,
David Gubbay, Esq.,
Armin Haupt, Esq.,
Alex. Macdonell, Esq.,
A. J. Raymond, Esq.,
CHIEF MANAGER,
G. W. F. PLAYFAIR, Esq.,
Interests for 12 months fixed 5%.

Hongkong, November 30, 1897. 171

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS Review, which was intended to meet the wants of many students of Chinese literature, has reached its twenty-second volume. The Review discusses topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manoeuvres of Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive Notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and no give critical embodying statistics of the most recent works on Chinese literature. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office.'

The Notes and Queries are still continued, and form an important means of obtaining, from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is a condition of acceptance. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watson, Scott, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Furler, Playfair, Giles, Hinton, and Taylor—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to. Address, 'Manager, China Mail Office.'

OPINIONS OF THE PRESS.

'All our learned associates should subscribe to this scholarly and enterprising Review.'—Northern Christian Advocate (U. S.)

'The China Review *** has an extensive table of contents.'—Celestial Empire.

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourably if not advantageously comparison, with preceding numbers.'—Celestial Empire.

'This number contains several articles of interest and value.'—North-China Herald.

'A substantial and reliable Review which all students of China and the Chinese would do well to peruse.'—Chrysanthemum.

'The China Review for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Most noteworthy find an interesting and valuable contribution by Dr. Frischo, on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1890. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative notice of "The Divine Classics of Confucius," and the Notes and Queries are as usual very interesting.'—North-China Daily News.

'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" creates a question that must necessarily be of great importance to the eyes of all missionaries. . . . Mr. E. H. Parker's "Short Journeys in Szechuen" are contained, and a goodly instalment of those travels in the interior of China is given. Mr. E. H. Parker's contribution to the paper of long length entitled "The Emperor Cheng founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which is on "On Chinese Oath-taking," have been placed under appropriate headings, complete the number.'—H. K. Daily Press.

Trevelyan's Oriental Record contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards Chinese literature, between the Chinese Review and the Chinese Recorder, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are so very represented in the first number of the Review by papers highly creditable to their respective authors. . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese postman in the eleventh century, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes and Queries" are destined to find a place in the pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar display of literary skill to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to sustain its continuance.

THE REVIEW DEPARTMENT RECEIVES SPECIAL ATTENTION, AND ENDEAVOURS ARE MADE TO PRESENT A CAREFUL AND CONCISE RECORD OF LITERATURE ON CHINA ETC., AND NO GIVE CRITICAL EMBODYING STATISTICS OF THE MOST RECENT WORKS ON CHINESE LITERATURE. AUTHORS AND PUBLISHERS ARE REQUESTED TO FORWARD WORKS TO 'EDITOR, CHINA REVIEW, CARE OF CHINA MAIL OFFICE.'

THE NOTES AND QUERIES ARE STILL CONTINUED, AND FORM AN IMPORTANT MEANS OF OBTAINING, FROM AND DIFFUSING AMONG STUDENTS KNOWLEDGE ON OBSCURE POINTS.

THE CORRESPONDENTS' COLUMN ALSO AFFORDS FURTHER AND GREATER FACILITIES FOR THE INTERCHANGE OF VIEWS AND DISCUSSION OF VARIOUS TOPICS.

ORIGINAL CONTRIBUTIONS IN CHINESE, LATIN, OR ANY OF THE MODERN LANGUAGES ARE RECEIVED. THE PAPERS ARE CONTRIBUTED BY THE MEMBERS OF THE VARIOUS CONSULAR, IMPERIAL CUSTOMS, AND HONGKONG SERVICES, AND ALSO BY THE MISSIONARY BODIES AMONGST WHOM A HIGH DEGREE OF CHINESE SCHOLARSHIP IS A CONDITION OF ACCEPTANCE. AMONGST THE REGULAR CONTRIBUTORS ARE DRs. CHALMERS, EITEL, BRETSCHNEIDER, AND HIRTH, PROFESSOR LEGGE, AND MESSRS BALFOUR, WATSON, SCOTT, PHILLIPS, MACINTYRE, GROOT, JAMIESON, FABER, KOPSCH, FURLER, PLAYFAIR, GILES, HINTON, AND TAYLOR—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

THE SUBSCRIPTION IS FIXED AT \$6.50 PER ANNUM, POSTAGE INCLUDED—PAYABLE IN ADVANCE.

ORDERS FOR BINDING VOLUMES WILL BE PROMPTLY ATTENDED TO. ADDRESS, 'MANAGER, CHINA MAIL OFFICE.'

OPINIONS OF THE PRESS.

'All our learned associates should subscribe to this scholarly and enterprising Review.'—Northern Christian Advocate (U. S.)

'The China Review *** has an extensive table of contents.'—Celestial Empire.

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourably if not advantageously comparison, with preceding numbers.'—Celestial Empire.

'This number contains several articles of interest and value.'—North-China Herald.

'A substantial and reliable Review which all students of China and the Chinese would do well to peruse.'—Chrysanthemum.

'The China Review for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Most noteworthy find an interesting and valuable contribution by Dr. Frischo, on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1890. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative notice of "The Divine Classics of Confucius," and the Notes and Queries are as usual very interesting.'—North-China Daily News.

'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" creates a question that must necessarily be of great importance to the eyes of all missionaries. . . . Mr. E. H. Parker's "Short Journeys in Szechuen" are contained, and a goodly instalment of those travels in the interior of China is given. Mr. E. H. Parker's contribution to the paper of long length entitled "The Emperor Cheng founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which is on "On Chinese Oath-taking," have been placed under appropriate headings, complete the number.'—H. K. Daily Press.

Trevelyan's Oriental Record contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards Chinese literature, between the Chinese Review and the Chinese Recorder, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are so very represented in the first number of the Review by papers highly creditable to their respective authors. . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese postman in the eleventh century, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes and Queries" are destined to find a place in the pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar display of literary skill to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to sustain its continuance.

THE REVIEW DEPARTMENT RECEIVES SPECIAL ATTENTION, AND ENDEAVOURS ARE MADE TO PRESENT A CAREFUL AND CONCISE RECORD OF LITERATURE ON CHINA ETC., AND NO GIVE CRITICAL EMBODYING STATISTICS OF THE MOST RECENT WORKS ON CHINESE LITERATURE. AUTHORS AND PUBLISHERS ARE REQUESTED TO FORWARD WORKS TO 'EDITOR, CHINA REVIEW, CARE OF CHINA MAIL OFFICE.'

THE NOTES AND QUERIES ARE STILL CONTINUED, AND FORM AN IMPORTANT MEANS OF OBTAINING, FROM AND DIFFUSING AMONG STUDENTS KNOWLEDGE ON OBSCURE POINTS.

THE CORRESPONDENTS' COLUMN ALSO AFFORDS FURTHER AND GREATER FACILITIES FOR THE INTERCHANGE OF VIEWS AND DISCUSSION OF VARIOUS TOPICS.

ORIGINAL CONTRIBUTIONS IN CHINESE, LATIN, OR ANY OF THE MODERN LANGUAGES ARE RECEIVED. THE PAPERS ARE CONTRIBUTED BY THE MEMBERS OF THE VARIOUS CONSULAR, IMPERIAL CUSTOMS, AND HONGKONG SERVICES, AND ALSO BY THE MISSIONARY BODIES AMONGST WHOM A HIGH DEGREE OF CHINESE SCHOLARSHIP IS A CONDITION OF ACCEPTANCE. AMONGST THE REGULAR CONTRIBUTORS ARE DRs. CHALMERS, EITEL, BRETSCHNEIDER, AND HIRTH, PROFESSOR LEGGE, AND MESSRS BALFOUR, WATSON, SCOTT, PHILLIPS, MACINTYRE, GROOT, JAMIESON, FABER, KOPSCH, FURLER, PLAYFAIR, GILES, HINTON, AND TAYLOR—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

THE SUBSCRIPTION IS FIXED AT \$6.50 PER ANNUM, POSTAGE INCLUDED—PAYABLE IN ADVANCE.

ORDERS FOR BINDING VOLUMES WILL BE PROMPTLY ATTENDED TO. ADDRESS, 'MANAGER, CHINA MAIL OFFICE.'

OPINIONS OF THE PRESS.

'All our learned associates should subscribe to this scholarly and enterprising Review.'—Northern Christian Advocate (U. S.)

'The China Review *** has an extensive table of contents.'—Celestial Empire.

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourably if not advantageously comparison, with preceding numbers.'—Celestial Empire.

'This number contains several articles of interest and value.'—North-China Herald.

'A substantial and reliable Review which all students of China and the Chinese would do well to peruse.'—Chrysanthemum.

'The China Review for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Most noteworthy find an interesting and valuable contribution by Dr. Frischo, on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1890. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative notice of "The Divine Classics of Confucius," and the Notes and Queries are as usual very interesting.'—North-China Daily News.

'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" creates a question that must necessarily be of great importance to the eyes of all missionaries. . . . Mr. E. H. Parker's "Short Journeys in Szechuen" are contained, and a goodly instalment of those travels in the interior of China is given. Mr. E. H. Parker's contribution to the paper of long length entitled "The Emperor Cheng founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which is on "On Chinese Oath-taking," have been placed under appropriate headings, complete the number.'—H. K. Daily Press.

Trevelyan's Oriental Record contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards Chinese literature, between the Chinese Review and the Chinese Recorder, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are so very represented in the first number of the Review by papers highly creditable to their respective authors. . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese postman in the eleventh century, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes and Queries" are destined to find a place in the pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar display of literary skill to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to sustain its continuance.

THE REVIEW DEPARTMENT RECEIVES SPECIAL ATTENTION, AND ENDEAVOURS ARE MADE TO PRESENT A CAREFUL AND CONCISE RECORD OF LITERATURE ON CHINA ETC., AND NO GIVE CRITICAL EMBODYING STATISTICS OF THE MOST RECENT WORKS ON CHINESE LITERATURE. AUTHORS AND PUBLISHERS ARE REQUESTED TO FORWARD WORKS TO 'EDITOR, CHINA REVIEW, CARE OF CHINA MAIL OFFICE.'

THE NOTES AND QUERIES ARE STILL CONTINUED, AND FORM AN IMPORTANT MEANS OF OBTAINING, FROM AND DIFFUSING AMONG STUDENTS KNOWLEDGE ON OBSCURE POINTS.

THE CORRESPONDENTS' COLUMN ALSO AFFORDS FURTHER AND GREATER FACILITIES FOR THE INTERCHANGE OF VIEWS AND DISCUSSION OF VARIOUS TOPICS.

ORIGINAL CONTRIBUTIONS IN CHINESE, LATIN, OR ANY OF THE MODERN LANGUAGES ARE RECEIVED. THE PAPERS ARE CONTRIBUTED BY THE MEMBERS OF THE VARIOUS CONSULAR, IMPERIAL CUSTOMS, AND HONGKONG SERVICES, AND ALSO BY THE MISSIONARY BODIES AMONGST WHOM A HIGH DEGREE OF CHINESE SCHOLARSHIP IS A CONDITION OF ACCEPTANCE. AMONGST THE REGULAR CONTRIBUTORS ARE DRs. CHALMERS, EITEL, BRETSCHNEIDER, AND HIRTH, PROFESSOR LEGGE, AND MESSRS BALFOUR, WATSON, SCOTT, PHILLIPS, MACINTYRE, GROOT, JAMIESON, FABER, KOPSCH, FURLER, PLAYFAIR, GILES, HINTON, AND TAYLOR—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

THE SUBSCRIPTION IS FIXED AT \$6.50 PER ANNUM, POSTAGE INCLUDED—PAYABLE IN ADVANCE.

ORDERS FOR BINDING VOLUMES WILL BE PROMPTLY ATTENDED TO. ADDRESS, 'MANAGER, CHINA MAIL OFFICE.'

Intimations.

THE CHINA AND JAPAN TELEPHONE CO., LD.

HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.
EXCHANGE LINES.
\$80 Per Annum.

PRIVATE LINES.
\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES
OF EVERY
DESCRIPTION IN STOCK,
INCLUDING
BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, ETC., ETC.

PRICE LISTS
ON
APPLICATION.

ELECTRIC BELL
INSTALLATIONS
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13 PRATA CENTRAL.
For full particulars, &c., &c.,
Apply to,
W. STUART HARRISON,
Manager,
Hongkong, January 18, 1898. 140

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over two ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements of the same paper and the same date. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

The sender of a Registered Article for a Union Country may obtain an acknowledgment of delivery on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Ports Offices is fixed at 8 ounces except to Austria, Belgium, Bolivia, Bulgaria, Congo Free State, Costa Rica, Ecuador, Egypt, France, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Japan, Liberia, Luxembourg, Mexico, Persia, Peru, Portugal, Roumania, Salvador, Serbia, Siam, Spain, Switzerland, Tunis, The Argentine Republic, The Dominican Republic, The Republic of Honduras, United States, to which places 12 oz. (353 grammes) is the limit, and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

Countries of the Postal Union.
The Union may be taken to comprise all civilized countries.

Postage to the United Kingdom.
Letters, 10 cents per 1/2 oz.
Post Cards, 4 cents each.
Registration, 10 cents.
Books, Patterns and Comm. Papers, 2 cents per 2 oz.

Postage to Union Countries.
General Rates, by any route:
Letters, 10 cents per 1/2 oz.
Post Cards, 4 cents each.
Registration, 10 cents.
Books, Patterns and Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

LOCAL POSTAGE.
The General Local Rates for Hongkong, China and Treaty Ports (Customs excepted) are:
Letters per 1/2 oz., 5 cents (s).
Post Cards, each, 1 cent.
Reply Post Cards, 2 cents each.
Books and Patterns, per 2 oz., 2 cents.
Newspapers and Photo Currents, 2 cents per 1/2 oz.
Registration, 5 cents.

(1) Between Hongkong, Canton, and Macao 5 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day, or addressed in Victoria will be delivered the same day. In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m. 10 a.m., noon, 2 p.m., 4 p.m., 6 p.m. In the Suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the Contract Mail.

2. Bookholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, or the Ports of China, may deliver them to the Post Office unattended the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Bookholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be fully exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes or Jewellery and, where Registration has been neglected, WILL MAKE NO REFUND on alleged losses of such letters.

It is forbidden to insert in ordinary or Registered Correspondence (a) Current Coin (b) Articles liable to Customs Duty.

Parcel Post to the United Kingdom.
Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet (twice a week), and sent with the same to London via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., of this island are kept for the following P. & O. Mail.

The Postage is 40 cents per lb., and 25 cents each succeeding lb. or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs duty. No parcel may be more than 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds \$500. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d. per lb., the Regulations are generally similar to those above, and the Parcels are sent out of Victoria.

Indemnity for the Loss of a Registered Article.
The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided—
1. That the sender duly observed all the conditions of Registration required.
2. That the letter was securely enclosed in a reasonably strong envelope.
3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and within a year at the latest from the date of Posting.
4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the